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IN THIS ISSUE:

Official Notice from President Fay.

Date of Transferrmen's Convention.

Seattle Owners Firm Against Closed Shop.

Tailboard Delivery Fight Opens in New York.

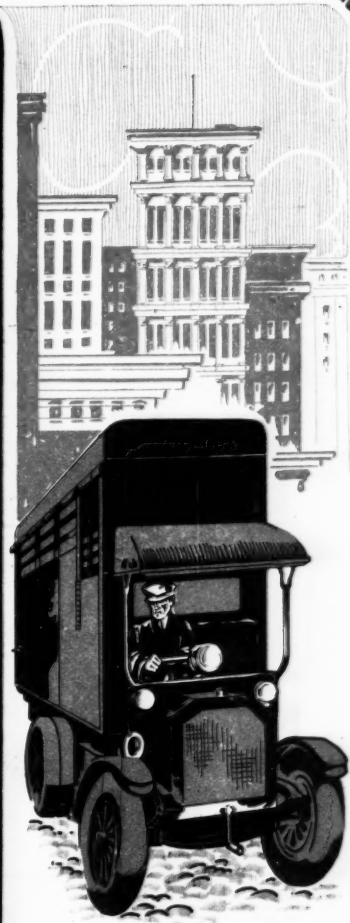
Cleveland Cartage Club's Banquet.

The Problem of Freight Terminal Congestion and Its Solution.

Illinois Warehousemen Choose Meeting Place.

Further Particulars in New Packing Material.

Volume XIII., No. 5.
Pittsburgh, Pa., May, 1914.



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THE TEAM OWNERS' REVIEW

ENTERED AS SECOND-CLASS MATTER IN THE PITTSBURGH POST OFFICE.

Volume XIII.

PITTSBURGH, PA., MAY, 1914.

No. 5.

THE TEAM OWNERS' REVIEW

OFFICIAL PUBLICATION OF
THE NATIONAL TEAM OWNERS' ASSOCIATION
AND
AMERICAN TRANSFERMEN'S ASSOCIATION.
AT
THE WESTINGHOUSE BUILDING,
Telephone: Bell, Grant 1335.
PITTSBURGH, PA.

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79 Portland Street, Boston.

The Team Owners' Review is published monthly by The Consolidated Publishing Company, Inc., of which W. D. Leet, Jr., is president; H. T. Lay, treasurer, and W. A. Young, secretary.

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Near-Side Street Car Stops.

THERE is considerable agitation in New York City just now for and against having the surface cars of the city stop on the near-side of street crossings. At present the New York City street cars stop on either side or both sides of an intersecting thoroughfare.

On the face of the question, it seems most reasonable to have the cars stop on the near-side. To adopt a uniform rule in this respect would do away with much traffic congestion. Vehicles coming from cross streets, where traffic is uncontrolled by the police would not have to stop to see whether or not the trolley car was going to cross in front of them. They could go ahead until such a time as the motor man of the car sounds his gong, indicating that he is about to cross the street.

Stopping the cars on the near-side would mean lessened traffic delays at cross streets where fire apparatus stations are located, for the cars could be held there if fire apparatus were approaching.

There is one big advantage in stopping the cars on the far-side, however. That is that the cars get across the street and out of the way in a short space of time, but it seems that this would be overcome by the reasons favoring the near-side stop, not the least of which is the fact that when starting from the near side, a street car must necessarily cross the intersecting street at reduced speed, whereas, if the cars stop on the far-side, they will cross the street at a high rate of speed, meaning danger to traffic approaching the crossing at either side. Either method would be better than the haphazard stopping on both sides, for the adoption of either would mean that there would be a uniformity throughout a city which everyone would know and recognize. At fire street crossings in New York City, the trolley cars must stop on the near-side before crossing the street.

Terminal Conditions in New York.

CHIEF among the complaints of the carriers at the hearing in the tailboard delivery case of the National Team Owners' Association, Inc., in the New York City case, an account of which will be found elsewhere in this issue of THE TEAM OWNERS' REVIEW, was that they were handicapped by a lack of space in carry-

ing out their proper duty to the shippers and receivers of freight.

It is true that New York City is very much cramped for space in its shipping districts, but that is but the surface of things. Any casual observer might take a trip along West street, New York City's big waterfront thoroughfare where most of the freight business is carried on, and returning, report that he saw lines and squares of wagons waiting to back up to bulkheads to unload their goods and that at least three out of a total of ten or twelve doors to the bulkhead were closed. There is certainly no ruling to prevent the carriers from having all their doors open, providing more spaces into which wagons may back.

The carrier which laid the most stress upon the lack of space idea was the New Jersey Central, a subsidiary of the Philadelphia & Reading Railroad Co. This company operates, among others, in New York City, Pier 10, which was shown to be in very bad shape as far as facilities for handling freight are concerned and certainly suffers from lack of space. And yet one might pertinently ask, why did the Jersey Central give up Pier 8 which it formerly operated, and leave that to rot in idleness? All the freight formerly handled over Piers 8 and 10, now moves over Pier 10, creating congestion at that terminal.

Among the solutions suggested for the terminal problem was the adoption of two-story piers and the use of telfers and electric industrial trucks. The two-story pier idea seems to be a good one. The Old Dominion Steamship Co. operates a two-story pier in New York City, although they do not use it as it should be used. The inbound freight is hoisted to the second floor by escalators and elevators. The outbound stuff is received on the ground floor.

When a wagon backs up to a door to discharge outbound freight, it can pick up inbound goods at the same door, this being sent down on chutes from the second floor, the chutes projecting into the tailboard of the wagon. Of course, it would be impossible to handle very heavy merchandise in this manner, but special allowances could be made for that.

While Secretary Gabrylewitz, of the National Association and H. T. Lay, of THE TEAM OWNERS' REVIEW, with the attorneys for the National Team Owners' Association, were in New York, they were the guests of the New York Team Owners' Association at the Elks' Club. A word of appreciation is not amiss for the way Goldberg, Ertz, Orr, Loria and the other good fellows took care of their guests either. We only hope that we can do as well at Pittsburgh in June.

A New Department.

IN this issue of THE TEAM OWNERS' REVIEW a new department is begun, the express purpose of which is to render service to the readers of the paper. The new department is entitled "Letters from Readers,"

and its purpose is to afford the readers of THE TEAM OWNERS' REVIEW a space in which to express their opinions on any subject of interest to team owners or storage warehousemen and to ask for information on any topic in which they are interested.

The editor of THE TEAM OWNERS' REVIEW is prepared to answer any questions on pertinent subjects that the readers may care to ask. All letters from readers in which they request any information will be answered as soon as received, the information being given in the reply and published in the following issue of THE TEAM OWNERS' REVIEW, together with the original question. In case the information cannot be obtained for the reader immediately, the editor will acknowledge the letter and will endeavor to get the information requested, forwarding it to the reader as soon as it is received.

No unsigned inquiries will be answered. If a business house writes for information, the man who has the matter in hand must sign the letter. In case he does not wish his name to appear in the paper under his inquiry, when the answer is published, he should so state in his letter, giving the editor permission to use the initials of the reader or to sign the letter as he deems best. The editor reserves the right to exclude from publication any matter that he does not think worthy of reproduction.

Transfermen's Convention in Detroit.

The Annual Convention of the American Transfermen's Association will be held at Detroit, Mich., on June 16, 17 and 18. During the year the membership of the Association has increased 15 per cent.

The teamsters of Champaign, Ill., recently organized and went out on strike. Their places were immediately filled, and every man wearing a button was told to take it off or quit. The team owners of the city had quickly gotten together and agreed to ignore any proposition looking toward the recognition of the union. Their strike is now ancient history and their walking delegates have quit walking.

H. F. CHESTER, President, American Transfermen's Ass'n.

Geneva Teamsters Strike.

On April 1 the teamsters at Geneva, N. Y., went out on strike, demanding an increase in wages of \$2 per week and a stable man to care for the horses. The men had been getting \$13 per week. For 4 days trucking in the city was practically at a standstill, what was carried on being done in wagons driven by the team owners themselves. Freight accumulated at the freight stations and it was impossible to get any freight or coal handled. At the end of that time, the team owners consented to the demands of the men and they returned to work.

The owners have not yet stated whether or not there will be an increase in the rates for hauling, but it is presumed likely that there will be.

TO THE PRESIDENTS AND SECRETARIES OF THE VARIOUS LOCALS

Just 2 months from date the Twelfth Annual Convention of the National Team Owners' Association will be called to order at Pittsburgh. In order to be assured that it will be a success I ask the co-operation of every member in advancing the interest of the National Association. Each local should come prepared with a resolution that will be introduced and adopted that will better the conditions of the National Team Owners' Association. I wish the Presidents of each local Association would appoint some member to prepare a paper to be read at the Convention, that will be of interest and beneficial to the National Association. Notify the National Secretary that proper arrangements can be made in the regular order of business. A revised list of your members should be sent to the National Secretary. I also wish to call the board members' attention to the necessity of securing new local Associations, as the National Association is made up of local Associations, its strength depends upon the number of locals we have, so it behooves each member of the Board of Directors to try and organize a Local Association in a near-by city.

Hoping this finds all Associations prospering and increasing in membership,

W. H. FAY,

Cleveland, O., April 15, 1914.

President, National Team Owners' Association.

OFFICIAL NOTICE

Local Associations affiliated with the National Team Owners' Association are respectfully requested to take notice that all annual dues and per capita tax up to May 1 must be paid prior to June 15 to secure representation at the Convention.

All local Associations are requested to send a list of the names of the delegates and alternates for the next convention to Theodore Gabrylewitz, 31 North Sixth street, Philadelphia, Pa., Secretary of the National Team Owners' Association. The National Secretary should be in possession of the names of the delegates and alternates elected at least 10 days prior to the date set to convene at Pittsburgh in order to prepare proper credentials. All delegates and those who are to be guests at the Convention are requested to make their reservations direct with the Hotel Schenley as early as possible.

W. H. FAY,

Cleveland, O., April 22, 1914.

President, National Team Owners' Association.

Among the Associations.

Philadelphia Aids National.

At the last regular meeting of the Philadelphia Team Owners' Protective Association, a letter was read from the National Association, setting forth the fact that the treasury of the National Association is rather low, due to the great expense of carrying on the fight for tail-board delivery.

No sooner had the secretary finished reading the letter, than many of the members offered subscriptions in aid of the National treasury, but they were persuaded to have subscriptions limited in consideration of other members, less fortunate, but not lacking in spirit. In a few minutes a handsome purse was made up and turned over to one of the members, who is also a director of the National Association, with instructions to confer with the National.

The tailboard delivery agitation is a national issue

and the Philadelphia Association wishes to aid the National Association as much as possible. If all other local Associations would respond in the same spirit as the Philadelphia organization, there would be no more financial want advertisements from the National Association in THE TEAM OWNERS' REVIEW.

CHARLES FARRELL, President.

Pittsburghers Contribute to Humane Society.

The Allegheny County Team Owners' Association met at the Elks Club in Pittsburgh, Pa., on April 22. At this meeting, four new members were voted in, bringing the total active membership of the Association to 321 members.

The chief event of the evening was the raising of \$500 for an ambulance for horses for the Humane Society of Pennsylvania. The money was raised by popular subscription, upward of \$200 being subscribed by those present in 5 minutes.

An ordinance requiring that all vehicles carry lights has been introduced into the city council, fathered by the Pittsburgh Automobile Club. The Automobile

Club has requested that a committee of team owners confer with a committee appointed from the Automobile Club, but the local Association does not think that any such ordinance can be satisfactory to both parties. A committee of three members was appointed to look into the light ordinance matter.

The local sanitation ordinance which requires that all stables be disinfected and so conducted that obnoxious odors may not spread throughout the neighborhoods, was discussed. The team owners are perfectly willing to comply with the ordinance, but do think that the Board of Health has not been sufficiently specific in making suggestions as to what should be done. The ordinance requires that a sanitary manure box be provided and that this should be adequately ventilated. The team owners are at a loss to know what the Board will consider a sanitary box and do not understand just how it should be ventilated. Further information on this was requested, and it was suggested that if some one in the offices of the Board of Health would design a sanitary box, the team owners would do their best to comply with the ordinance.

As none of the committees appointed to make arrangements for the Convention of the National Team Owners' Association, Inc., was ready to report, none of the business pertaining to the Convention was transacted.

Delegates Elected at Cincinnati.

The Cincinnati Team Owners' Association met on April 23 and elected delegates to the Annual Convention at Pittsburgh. John Ziegler and John Clark are the delegates and George Busching and Edward Franz are the alternates. The coming Convention was the principal topic of conversation at the meeting.

The case of the Cincinnati Team Owners' Association against the various railroad lines in the fight for tailboard delivery will be heard here in May, the first hearing taking place before Examiner Pattison, of the Interstate Commerce Commission on May 13. It is expected that Theodore Gabrylewitz, secretary of the National Team Owners' Association, Inc., will be present at the hearings, coming with the National Association's attorneys from Philadelphia. Other officers of the National may be present.

JOHN CLARK, President.

Change of Name in Kansas City.

The Kansas City Team and Motor Truck Owners' Association is the new name of the Kansas City Team Owners' Association. This change is considered necessary by the local Association, as many of its members are operating motor trucks, some of them depending upon motor vehicles exclusively.

Nine new members were added to the Association at its last meeting on April 2, bringing the total membership in the Association to seventy-seven. Reports from the various committees were received at the meet-

ing and some lively discussions were heard from the members of whom forty-two were present.

The delegates elected to represent the Association at the Convention in Pittsburgh are A. T. Barton, C. E. Wayne, Fred Adams and D. T. Hobbs. The alternates are W. C. Somerville, N. S. Hinshaw, H. P. Thomson and J. J. Rooney.

The grades on many of the streets in Kansas City are being changed to afford the railroads proper track facilities to and from the new five million dollar passenger station. These changes give the Association's street and alleys' committee plenty of work, as it is necessary that the proper grades for the transportation of merchandise be secured.

C. E. WAYNE, Secretary.

Scranton Owners Raise Rates.

The Scranton, Pa., Team Owners' Association has announced a rate of 66 cents per hour for coal company hauling, 75 cents per ton for hauling retail coal in the city and 50 cents per ton for hauling coal to factories, cars and breweries. Team work in general will be \$6 per day for a 9 hour day, with 50 cents additional where teams are used on plows.

Five cents per 100 pounds will be charged for hauling from freight houses, with a minimum of 25 cents. Other rates in the schedule are: General dray work, team and dray, \$36 per week; single horse, \$25 per week; team and dray, \$6.50 per day; single horse, \$4.50 per day; team and dray, 75 cents per hour; single, 50 cents per hour; flat, \$1 per hour, and vans, \$1 per hour.

The Scranton owners recently signed up with the teamsters who were on strike, granting them \$1 more per week and a 9-hour day.

Prepare to Fight Teamsters' Strike.

The Minneapolis Draymen's Protective Association is making preparations to meet the organization of a labor union among the drivers in that city. The teamsters are threatening to go out on strike on May 1. The Association is holding together in good shape, and expects to fight any attempt to unionize the employes in the transfer business and to prevent union dictation in the barns. Business generally is quiet in Minneapolis and the team owners do not expect any trouble in obtaining labor should the drivers call a strike.

George Pratt, W. E. Stanchfield, and W. Carlson have been selected to represent the Association at the Annual Convention in Pittsburgh, this year.

W. M. BABCOCK, Secretary.

St. Louis Meeting Well Attended.

The April meeting of the St. Louis Team Owners' Association was well attended. The different standing and special committees submitted reports at this meeting and delegates and alternates to the annual Convention were chosen. The delegates to the Convention are Farwell Walton and A. J. Kuepfert. The alternates are

Carl Kaufmann and H. C. Wiehe. Several members of the local Association signified their intention of being present at the Convention.

Carl Kaufmann, chairman of the executive board, reported that a committee appointed by him is now working on a hauling schedule. Hupp Tevis, chairman of the railroad committee, which has been investigating a complaint registered at the March meeting against an express company, because of poor facilities provided for receiving freight, reported that conditions had been much improved. The traffic committee, which has been working with Street Commissioner Talbert, on the one-way traffic plan that is to be tried out, reported favorably. The claim committee will hold a meeting shortly with E. P. Walsh, assistant claim agent of the United Railways Company to adjust the claims of three members against the street car company.

A. J. KUEFFERT, Secretary.

Banquet at Grand Rapids.

The tenth anniversary of the Grand Rapids Team Owners' Association was celebrated by that body on April 7, when a banquet and smoker was held in the offices of Radcliffe & Co. W. H. Fay, president of the National Team Owners' Association, and Charles Morris, president of the Van Owners' Association of New York, were the guests of honor.

Mr. Fay addressed the meeting on the subject of co-operation, explaining the benefits to be derived through organization. Mr. Morris spoke on the subject "The End of Dog Eat Dog." He reviewed the work of the New York Van Owners' Association and favored the employment of vans by the hour and not the load as is now almost general practice throughout the country. Members of the local Association also spoke. E. M. Radcliffe acted as toastmaster.

A pink color scheme was carried out, the chairs used being pink enameled and the table being decorated with pink carnations and pink shades on the candelabras.

E. M. RADCLIFFE, Secretary.

Re-Elect Officers at Chicago.

The Chicago Commission Team Owners' Association met at the Great Northern Hotel in that city on April 4 and re-elected all its officers to serve for the ensuing year. George L. Carter is president of the Association, and W. J. Colohan, secretary.

After the business of the evening was over, supper was served, this being followed by a smoker. It is expected that a large delegation will attend the Convention this year.

A. CHARD, Member.

Albany Owners Compromise With Drivers.

The Albany, N. Y., Team Owners' Association has offered to compromise with the drivers in that city, who have demanded an increase of \$1 per week and half holidays on Saturdays.

At present, the drivers of single trucks in Albany are getting \$14 per week; the drivers of double trucks are getting \$15; the drivers of sand wagons are getting \$13 and the drivers of motor trucks are getting \$15.

The team owners have been asked to increase the pay of the drivers every year for the past 5 years, with the exception of the last agreement which extended 2 years. The Association has now offered, through State Labor Commissioner Downing, beginning January 1, 1915, an increase of 50 cents and beginning January 1, 1916, an increase of 50 cents. The agreement is to extend from January 1, 1915 to January 1, 1918.

As in other cities, May 1 is moving day in Albany and for that reason the drivers usually present a new agreement about 3 weeks before the first of May, even though their agreement specifies that it is to be presented on March 1. The team owners now want the agreement to start on January 1, and want this understood before any contracts for the coming year are signed.

The drivers have not yet decided what they will do. They want the increase to start immediately, but for once the majority of team owners will stand together to lock them out.

W. G. KEENS, Secretary.

Niles Local Has Banquet.

The Niles, Ohio, Team Owners' Association held its annual banquet at the L. O. O. M. hall in that city on April 2, there being a large number present. The meeting was one of the most successful ever held by the local Association.

A social committee composed of James Boyd, John Black, John McRoberts and Charles White had prepared an appetizing menu for the banquet. Following the banquet a business session was held at which it was decided that the local Association should donate \$50 to the McKinley Memorial fund, the secretary being instructed to forward a check for that amount to President Joseph G. Butler, Jr.

At the conclusion of the business meeting, President John Van Wye announced his program of entertainment, this being as follows: Address, J. W. Eaton; song, James Boyd; recitation, Charles Muir; Good of the Order, James P. Kaley; monologue, Charles White; Our Local, J. W. Van Wye; The Outlook, George Stein; song, Frank Bolin; address, James Holloway.

Houston Owners Consider License.

The April meeting of the Houston Team Owners' Association was well attended.

The entertainment committee arranged for a supper at the Bender Hotel to precede the meeting, which enabled the members to come to the meeting direct from their offices. The arrangement proved to be a successful one. Out of nineteen active members there were thirteen present or represented and in addition to that there were two out of three associate members and a

number of visitors present making a total attendance of twenty-one.

Many propositions of vital interest to local team owners came up for discussion and much business was transacted.

The manner of licensing and bonding teams in this city has been somewhat lax and the Association adopted resolutions to agitate the adoption by the City Council of a license fee of \$25 per year per team or motor vehicle, used for business purposes and that a bond of \$500 be required for each team or motor vehicle, but that no individual, firm or corporation be required to furnish bond in excess of \$500 and that such bond must be procured through a reliable bonding company and to put every owner of teams or motor vehicles under a liability bond of \$2,500 to cover damage to life or property, unless such owner of teams or motor vehicles already carries liability insurance.

The Houston Team Owners' Association has decided to assist the Harris County Humane Society in the erection of thirty drinking fountains for animals about the city. The members of the Association who met with Mrs. Jesse Jordan recently to discuss this question, refused to approve any fountain except the one which has been approved by the humane society at Kansas City. More than 200 of these fountains are in use at Kansas City.

Mrs. Jordan, who is secretary of the humane society, and the Team Owners' Association will ask the city council to pass an ordinance providing that the owners of all teams, except those used for pleasure, shall have their drivers carry buckets in their wagons. The fountains to be erected cannot be used without buckets and no public buckets will be provided. Mrs. Jordan will take up the matter of the location of the fountains.

The report of the treasurer showed that the Association is in good financial standing, considering the small membership.

ADOLF WESTHEIMER, Secretary.

Lights on Buffalo Vehicles.

The Buffalo, N. Y., board of aldermen has passed the traffic law recently introduced in that city, which provides, among other things, that all vehicles, horse-drawn or motor-driven, shall carry lights within the city limits. The Buffalo team owners were fighting this ordinance, but newspaper accounts say that it is satisfactory in its adopted form to the team owners. The Buffalo owners are now busy fighting an ordinance which provides for a tax of \$5 per year for every wagon used in the city. As most of the team owners have more wagons than horses, some of the wagons not being in use all the time as they are of different types, suited to different purposes, this would be a great detriment to economic transportation in Buffalo.

Trenton Teamsters Want More Pay.

More than 200 members of Local No. 78, Teamsters' Union, met in Trenton, N. J., on April 21, and draughted a new wage scale. The minimum amount asked is \$12 per week for team drivers, and the maximum is \$15 per week for drivers of three horses. The union objects to the contract system between the local team owners. The members declare that the teamsters working for contractors who sub-let their teams and drivers are poorly paid. The team drivers receive from \$1 to \$2 per day. A committee from the union will confer with a committee from the Mercer County Team Owners' Association in the near future.

Entries for Parade Closed.

The entries for the annual Memorial Day parade of the Boston, Mass., Work-Horse Relief Association, closed on May 1. This year parcel post horses will be awarded prizes. Trick horses and exhibitions of driving without reins will be features of the parade this year. The trick horses are all work horses whose drivers have made pets of them. The Massachusetts Society for the Prevention of Cruelty to Animals has offered a gold medal in the old horse class and also a prize of \$5 to the driver of any six-horse team and one of \$4 to the driver of any four-horse team provided the horses wear open bridles.

New Device for Freight Cars.

John W. Swartz, of East Liverpool, Pa., has invented a collapsible and shiftable partition for freight cars, which is designed to provide a simple and effective means of dividing a freight car into a number of compartments, each a complete unit in itself and independent of the others, to be closed and locked when in use.

This partition makes it possible to pack several compartments in a single car with merchandise consigned to different points, or with separate classes of freight, each of which may be unpacked without disturbing the contents of the others. The number of partitions necessary to a car will depend upon the size of the car, but two, it is believed will ordinarily suffice.

Another feature of the invention is its capacity and arrangement for sub-division into numerous compartments each complete within itself and readily accessible. For example: a section being in position, a consignment is loaded into it, a slide dropped into place above it and the sub-section is complete, whereupon another may be superimposed upon it and so on to the top of car, something after the manner of a sectional bookcase.

Rockefeller Helps to Stamp Out Disease.

John D. Rockefeller has added \$1,000,000 to the endowment fund of the Rockefeller Institute for Medical Research for the establishment of a department for the study of animal disease.

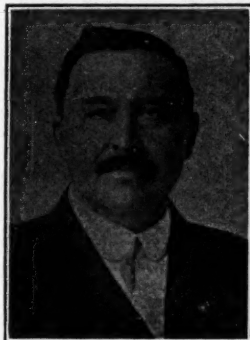
NEW ENGLAND NEWS

New England Office, THE TEAM OWNERS' REVIEW,
79 Portland Street, Boston, Mass

March 20.

The trucking business in Boston is quiet. Freight is not moving in large quantities. Horses are selling at about the same price. Oats are 2 to 3 cents up, but hay is hanging on the same.

The Team Owners of Boston met with a great loss recently in the death of Alexander Grimes, who has been acquainted with the trucking business in Boston for 40 years; always treated everybody well and paid his bills and had a very nice business at the time of his death. All teamsters both in New England and through the United States will mourn the loss of Mr. Grimes who had all the elements of a real man, honest, equitable and courageous; always willing to take the initiative and always ready to assist any project that was for the interest of the truckman.



W. D. QUIMBY.

Team Owners' Meeting.

A regular meeting of the Boston Team Owners' Association was held on April 7, at the Revere House, at 7 p. m., with thirty members present.

After dining together, the meeting was called to order for business at 8 o'clock, President Shiland in the chair. The records of the March meeting were read by the secretary and declared approved.

The secretary then called the attention of the meeting to the severe loss the Association had sustained in the sudden death of Alexander Grimes. Mr. Grimes had been an active and efficient member almost from the start of the Association, and was a constant attendant at its meetings. He thoroughly believed in the organization and was ready at all times to further its interests, even to the inconvenience of personal affairs. He had served as its vice president for the past 2 years and was requested to stand for the office of president, but owing to the precarious condition of his health he felt it would not be wise to accept.

He was, at the time of his death, a delegate from this Association to the State Board of Trade, and in that body it was his constant effort to work for the best interests of those he represented. He will always be held in tender remembrance by those with whom he was closely associated.

The attention of the meeting was called to two pieces of legislation of interest to the truckmen: the first re-

quiring lights on all vehicles after dark and the special requirements in regard to stables in connection with fire hazard.

These bills were read in full by the secretary and to the minds of those present there seemed nothing unreasonable in the requirements set forth therein.

On motion of Mr. Bray, H. G. Morse was elected a director to fill the vacancy caused by the death of Mr. Grimes.

There being no further business the meeting adjourned at 9:30.

W. D. QUIMBY.

Utica Drivers Walk Out.

The teamsters of Utica, N. Y., called a strike on April 1, because the local team owners would not consent to their demands. They asked for increased wages and changed conditions as follows:

Two-horse team drivers, per week	\$15
Pony teams and singles, per week	14
Light delivery, per week	13
Barnmen, per week	15
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Extra helpers, per hour25
Motor truck drivers:	
One-ton, per week	16
Two-ton, per week	17
Three-ton, per week	19

In addition they asked for time and a half for overtime and double time for Sundays with full time for holidays when not worked and double time if worked.

The men were out 1 week, during which period negotiations were carried on which resulted in an agreement to arbitrate the question of wages, the men to return to work at once. Both sides are to abide by the decision of the Board of Arbitration. Any increase in wages that may be granted by the Board should take effect upon the date on which the men returned to work. The Board of Arbitration consists of three members named by the employers, three named by the union, the seventh member being named by the other six.

Before consenting to arbitrate, the employers insisted upon the following conditions:

- 1.—An open shop in all that the term implies.
- 2.—No signed contract.
- 3.—Any decision reached shall be binding on both parties for a period of 3 years.
- 4.—No employer shall be asked to collect dues or fines from union employees.
- 5.—All employees now working in any capacity whatever for any employer shall retain their respective positions without hindrance or molestation.

Six of the men who will compose the Board of Arbitration have been chosen. The team owners have selected M. T. Bannigan, of McQuade & Bannigan, chairman; Spencer Kellogg, of Charles C. Kellogg & Sons Co., and Wilbur S. Clark, of Jones, of Utica. The teamsters will be represented by Hugh F. Hanley, president of the Teamsters' Local No. 445, chairman; Owen MacRorie, secretary of the union, and Frank Rohmyer, member.

BY THE UTICA CARTING CO.

number of visitors present making a total attendance of twenty-one.

Many propositions of vital interest to local team owners came up for discussion and much business was transacted.

The manner of licensing and bonding teams in this city has been somewhat lax and the Association adopted resolutions to agitate the adoption by the City Council of a license fee of \$25 per year per team or motor vehicle, used for business purposes and that a bond of \$500 be required for each team or motor vehicle, but that no individual, firm or corporation be required to furnish bond in excess of \$500 and that such bond must be procured through a reliable bonding company and to put every owner of teams or motor vehicles under a liability bond of \$2,500 to cover damage to life or property, unless such owner of teams or motor vehicles already carries liability insurance.

The Houston Team Owners' Association has decided to assist the Harris County Humane Society in the erection of thirty drinking fountains for animals about the city. The members of the Association who met with Mrs. Jesse Jordan recently to discuss this question, refused to approve any fountain except the one which has been approved by the humane society at Kansas City. More than 200 of these fountains are in use at Kansas City.

Mrs. Jordan, who is secretary of the humane society, and the Team Owners' Association will ask the city council to pass an ordinance providing that the owners of all teams, except those used for pleasure, shall have their drivers carry buckets in their wagons. The fountains to be erected cannot be used without buckets and no public buckets will be provided. Mrs. Jordan will take up the matter of the location of the fountains.

The report of the treasurer showed that the Association is in good financial standing, considering the small membership.

ADOLF WESTHEIMER, Secretary.

Lights on Buffalo Vehicles.

The Buffalo, N. Y., board of aldermen has passed the traffic law recently introduced in that city, which provides, among other things, that all vehicles, horse-drawn or motor-driven, shall carry lights within the city limits. The Buffalo team owners were fighting this ordinance, but newspaper accounts say that it is satisfactory in its adopted form to the team owners. The Buffalo owners are now busy fighting an ordinance which provides for a tax of \$5 per year for every wagon used in the city. As most of the team owners have more wagons than horses, some of the wagons not being in use all the time as they are of different types, suited to different purposes, this would be a great detriment to economic transportation in Buffalo.

Trenton Teamsters Want More Pay.

More than 200 members of Local No. 78, Teamsters' Union, met in Trenton, N. J., on April 21, and draughted a new wage scale. The minimum amount asked is \$12 per week for team drivers, and the maximum is \$15 per week for drivers of three horses. The union objects to the contract system between the local team owners. The members declare that the teamsters working for contractors who sub-let their teams and drivers are poorly paid. The team drivers receive from \$1 to \$2 per day. A committee from the union will confer with a committee from the Mercer County Team Owners' Association in the near future.

Entries for Parade Closed.

The entries for the annual Memorial Day parade of the Boston, Mass., Work-Horse Relief Association, closed on May 1. This year parcel post horses will be awarded prizes. Trick horses and exhibitions of driving without reins will be features of the parade this year. The trick horses are all work horses whose drivers have made pets of them. The Massachusetts Society for the Prevention of Cruelty to Animals has offered a gold medal in the old horse class and also a prize of \$5 to the driver of any six-horse team and one of \$4 to the driver of any four-horse team provided the horses wear open bridles.

New Device for Freight Cars.

John W. Swartz, of East Liverpool, Pa., has invented a collapsible and shiftable partition for freight cars, which is designed to provide a simple and effective means of dividing a freight car into a number of compartments, each a complete unit in itself and independent of the others, to be closed and locked when in use.

This partition makes it possible to pack several compartments in a single car with merchandise consigned to different points, or with separate classes of freight, each of which may be unpacked without disturbing the contents of the others. The number of partitions necessary to a car will depend upon the size of the car, but two, it is believed will ordinarily suffice.

Another feature of the invention is its capacity and arrangement for sub-division into numerous compartments each complete within itself and readily accessible. For example: a section being in position, a consignment is loaded into it, a slide dropped into place above it and the sub-section is complete, whereupon another may be superimposed upon it and so on to the top of car, something after the manner of a sectional bookcase.

Rockefeller Helps to Stamp Out Disease.

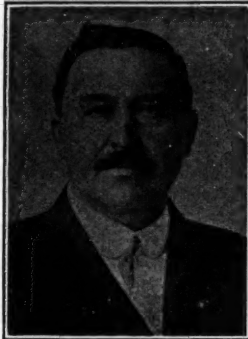
John D. Rockefeller has added \$1,000,000 to the endowment fund of the Rockefeller Institute for Medical Research for the establishment of a department for the study of animal disease.

NEW ENGLAND NEWS

New England Office, THE TEAM OWNERS' REVIEW,
79 Portland Street, Boston, Mass
March 20.

The trucking business in Boston is quiet. Freight is not moving in large quantities. Horses are selling at about the same price. Oats are 2 to 3 cents up, but hay is hanging on the same.

The Team Owners of Boston met with a great loss recently in the death of Alexander Grimes, who has been acquainted with the trucking business in Boston for 40 years; always treated everybody well and paid his bills and had a very nice business at the time of his death. All teamsters both in New England and through the United States will mourn the loss of Mr. Grimes who had all the elements of a real man, honest, equitable and courageous; always willing to take the initiative and always ready to assist any project that was for the interest of the truckman.



W. D. QUIMBY.

Team Owners' Meeting.

A regular meeting of the Boston Team Owners' Association was held on April 7, at the Revere House, at 7 p. m., with thirty members present.

After dining together, the meeting was called to order for business at 8 o'clock, President Shiland in the chair. The records of the March meeting were read by the secretary and declared approved.

The secretary then called the attention of the meeting to the severe loss the Association had sustained in the sudden death of Alexander Grimes. Mr. Grimes had been an active and efficient member almost from the start of the Association, and was a constant attendant at its meetings. He thoroughly believed in the organization and was ready at all times to further its interests, even to the inconvenience of personal affairs. He had served as its vice president for the past 2 years and was requested to stand for the office of president, but owing to the precarious condition of his health he felt it would not be wise to accept.

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BY THE UTICA CARTING CO.

Seventy-five Enjoy Banquet At Cleveland

Members of the Cleveland Cartage Club with their wives assembled in the banquet hall of the Hotel Statler in Cleveland, Ohio, at 8 o'clock on the evening of April 22 for their banquet. The Hotel Statler did its best, putting up a dinner that was heartily enjoyed by the seventy-five people present.

W. H. Fay, President of the National Team Owners' Association, Inc., acted as toastmaster. Before calling upon any of the speakers of the occasion, Mr. Fay made a brief address, congratulating the Club on the attendance and urging those present to help to make the affair an annual one. He then introduced R. M. Andrews, President of the Club, who spoke on the subject of "Co-Operation."

Mr. Andrews spoke of the number of ladies present and said that he was glad to see that the ladies took so much interest in the Club and hoped that they would continue to take a strong interest in its activities. He hoped that they would urge their husbands to attend the meetings regularly as the object of the Club was to promote good fellowship among the men in the teaming business and to bring about a better understanding of the business through an exchange of ideas.

When Mr. Andrews had finished speaking, Mr. Fay read a telegram from Theodore Gabrylewitz, Secretary of the National Team Owners' Association, Inc. Mr. Gabrylewitz's telegram said: "Regret my inability to attend your banquet. I hope you have a highly enjoyable occasion."

Peter Witt, Street Commissioner of the City of Cleveland, was the next speaker. Mr. Witt told the members of the Club how they could co-operate with the city by instructing their drivers to exercise greater care in traffic. He said that all drivers should be cautioned to look to the right and left before crossing an intersecting street to be sure that no other vehicle was coming. He stated that his special duty was to superintend the operation of Cleveland's street cars and that he desired the co-operation of the members of the Club to help him reduce the accidents in which the street cars are involved.

He called attention to the fact that there was a total of 6,000 accidents of this kind in Cleveland in 1913 and claimed that a large percentage of these was due to carelessness on the part of drivers and pedestrians. He asked the members to give their drivers proper instruction and to tell them that, when driving in the street car tracks, they should turn off to the side as soon as they heard the motorman of a following trolley car sound his gong. He requested the members to aid him

in the launching of a general "Safety-First" campaign in the city.

Mr. Fay thanked Mr. Witt for his address and said that he knew the members of the Club would be glad to co-operate with him in every way possible. Mr. Fay then called upon Edward Hobday, secretary of the Industrial Association of Cleveland.

Mr. Hobday chose as his subject "Organization." He said that "Organization" could be subdivided into two main parts, the social side and the business side. In the business side of organization Mr. Hobday said that there are four features to be considered: the doing of business at a profit, which includes uniformity of rates and elimination of price cutting; the employee, which takes up the question of labor, covering labor troubles and the fact that every employer should realize that his employees are human beings like himself; the public, for the public is becoming more and more one of the most important considerations in any business, the public having recently taken upon itself the right to know how any business is conducted and to make inquiries into any business through its various commissions and boards; the legislative side, for every business man should take a deep interest in politics and should see to it that the best possible political representation should be obtained.

Mr. Hobday cited several examples showing the benefits of organization. He called attention to the fact that the National Association of Paint Manufacturers spend a total of \$15,000 every year on a laboratory whose purpose is to work out better paint combinations that shall tend to greater efficiency. "Such an expenditure as this is something that no individual could afford to make," said Mr. Hobday. "But by organization, it is possible to keep men always at work, figuring out how the paint business can be improved and the quality of the product increased."

"Organization is the doorway of the world's progress," said Mr. Hobday. "Labor is well organized, and the employers can best meet organization with organization. There are great wrongs on both sides of the industrial fence and by getting together in an amicable spirit with our employees we can most easily right them."

"As far as legislation is concerned," Mr. Hobday continued, "The employer is to blame for legislative and business conditions influenced by adverse legislation. The intelligent man has not been on the job. Constant attention to legislative affairs and to politics in general should be part of the work of an efficient organization. The business man of to-day must throw

himself and his money into the fight against legislation which will injure business."

Mr. Johnson, of Johnson Bros., second vice president of the Cleveland Cartage Club, was the next speaker. Mr. Johnson briefly congratulated the club on the attendance at the banquet. C. F. Neil endorsed Mr. Fay's re-

quest to make the banquet an annual affair. Other speakers were Mr. Bevington, of the People's Transfer Co., treasurer of the Club, C. F. Becker, secretary of the Cleveland Cartage Club, H. T. Lay, of THE TEAM OWNERS' REVIEW, Mrs. Andrews and Mrs. Bevington.

In reply to a question from Mr. Lay as to how drivers could be best instructed to look out for themselves and for the property of their employers in traffic congestion, Mr. Witt said that 60 per cent of the accidents in street traffic could be prevented by personal suggestion to the drivers.



Annual Banquet of Cleveland Cartage Club at Hotel Statler, Cleveland, Ohio, on April 22.—Those at the speakers' table are from left to right: C. F. Becker, Mrs. Becker, H. T. Lay, Mrs. Sourers, W. H. Fay, R. M. Andrews, Mrs. Andrews, Edward Hobday, Mrs. Hobday, D. F. Bevington and Mrs. Bevington.

Tailboard Delivery Fight Opens In New York

ON Monday, April 6, in the United States Custom House in New York City, the New York Team Owners' Association, through the National Team Owners' Association, Inc., opened its fight for better terminal facilities at the various freight terminals in New York City, before the Interstate Commerce Commission, Examiner Pattison presiding at the hearings.

Theodore Gabrylewitz, secretary of the National Team Owners' Association, with Mr. Pierson and Mr. Raine, of Pierson & Shurtz, attorneys for the National Association, accompanied by H. T. Lay, of THE TEAM OWNERS' REVIEW, went to New York on Sunday, April 5, to make preparations for the hearing and to be on the ground when the case was called.

The team owners opened their case by calling several of the freight agents from the different piers and terminals to testify as to the conditions existing at their freight stations. The case had not gone far before it developed that the New Jersey Central Railroad, which is owned and operated by the Philadelphia & Reading Co., the New York Central, the Pennsylvania Railroad Co., and the Old Dominion Steamship Co., are the worst offenders, although there are many others who, it is alleged, do not give a proper and legal delivery of freight at their New York City piers and terminals.

Conditions in New York.

Conditions in New York City are different from those in other centers where tailboard delivery is demanded. In New York, most of the freight is handled over piers and bulkheads, the inbound freight coming over the piers and the outbound stuff going across the bulkheads. New York City being situated on an island, the New York Central is practically the only railroad having rail terminals within the city. Nearly all the other terminals are located along the North and East rivers and in Brooklyn. The railroads have their terminals in Jersey City, where the freight cars are shunted onto floats and towed across the river to the piers.

On arrival at the piers, the freight cars are unloaded, the goods being piled in numbered sections on the piers, at least they are supposed to be piled in sections, segregated according to shipments and tiered with the marks exposed. The work of picking up inbound freight is mostly done in the morning, the rush hour coming at about 10:30 and continuing until after noon.

No truck driver is allowed to go down onto a pier without a bill of lading. He must present his arrival notice at the office of the pier, receive a bill of lading

and drive onto the pier passing a checker who counts the number of pieces he has on his wagon when entering the pier. He can then drive to the section where his goods are supposed to be located as indicated on his bill of lading.

In the afternoon, the shipping of outbound freight is carried on at the bulkheads, the cars which brought in the freight in the morning being loaded with outbound goods. The wagons back up to the bulkheads at the street side and unload their freight onto the platform. This is checked and the wagon pulls out. In theory, tailboard receipt is given on the bulkheads.

The rush hour on the outbound bulkhead comes about 2:30 or 3 o'clock in the afternoon. At 4:30 the bulkhead is closed, all the vehicles in line at that time being permitted to unload their goods, but no others being allowed to come into line. To guard against other vehicles taking their places in line, the carriers have a system of punching tickets for those who will be permitted to ship freight.

Railroads Claim to Give Tailboard Delivery.

The carriers contend that practical tailboard delivery is given on the piers in that the drivers are allowed to drive to the section where the goods are located. The team owners introduced evidence to show that the goods are not always found in the section where the bill of lading indicates. They introduced evidence to show that the goods of one merchant are often piled on top of the goods of another merchant, and that the marks are not always exposed, making it necessary for a driver to move goods belonging to some other consignee in order to get his own freight.

They introduced evidence to show that aisles are not always left so that the drivers can easily and quickly reach their freight. They introduced evidence to show that the piers are often blocked at the street end so that a wagon, whose driver had freight to pick up at the river end of the pier, could not get down to the section where his goods were located, due to the fact that the driveway in the center of the pier is too narrow and that when a wagon is loading from piles on each side of the driveway, it is completely blocked.

It was brought out that lines of wagons have to stand outside the piers waiting their turns because there is not room enough on the piers to accommodate them. The question of lack of clerical force was taken up, and it was demonstrated that truck drivers sometimes stand in line at the office window for hours, waiting for their bills of lading, while their wagons

stand unprotected in the street outside, sometimes with valuable goods on them. Much loss by theft is occasioned because of this. Thus, not only is there a loss of time incident to the receipt of inbound freight, but frequently a loss of actual cash as well.

Public Loaders on Piers.

On the piers, the carriers have a force of public loaders whom the drivers must pay if they desire assistance in loading goods, the loaders receiving a certain amount per case handled. But if the driver has to move freight to reach his own goods in a pile, he must do it himself unless he wants to pay a public loader. On the bulkheads, the reverse is the rule, the employees of the carriers being supposed to take the freight from the tailboard of the wagon.

The team owners testified that very often a driver would be unable to locate his freight and would have to hunt up a checker, or having located the freight would have to wait for a checker to get time to check his load so that he could leave the pier. Individual cases were cited to prove this.

Discrimination was charged and testimony to this effect was given, the carriers, particularly the Pennsylvania, being charged with delivering the goods for certain truckers to the tailboards of their wagons and ignoring other truckers, also piling the goods for certain consignees where it would be easy for the drivers to obtain them. It was shown that drivers for certain firms were often prevented from going onto piers owing to the fact that the carriers had piled the goods of certain consignees near the doorways, where it would be easy for certain draymen's drivers to get them, although they blocked off the rest of the pier by loading at the doorway.

It was charged that lines of vehicles often stood outside bulkheads waiting to get in to ship freight because there was not room at the platform, although there were additional doors on the bulkheads that might have been opened, permitting the carriers to handle more teams at the same time. It was charged that there are not sufficient checkers on the bulkheads and evidence was given to show that drivers had to wait sometimes as much as half an hour for a checker to come and check his goods which he had removed from his wagon and placed upon the platform.

Lack of Labor on Piers.

It was shown that there is a woeful lack of labor on the bulkheads to take care of freight during the rush hour, the goods being permitted to pile up at the edge of the platform so high that the doorways are completely blocked and teams coming in cannot unload. Occasionally a driver will pitch in and remove some of the accumulated freight, but such cases are infrequent as the drivers realize full well that it is not up to them to do it. More often a delay of upward of half an hour

is necessary before the driver can unload a single case.

The accumulation of freight interferes with the checking also, for the goods last unloaded are frequently confused with those previously unloaded. This means delay in checking, and sometimes a line of over 100 wagons is waiting in the street to get to the bulkhead and unload freight when the closing hour comes.

In contrast to the conditions existing at other piers and terminals in New York City, the conditions at the New England Steamship Co. terminal at Pier 14, North River, were cited. On this pier, a fleet of twenty-one electric industrial trucks of General Vehicle make and of one-ton capacity are used to facilitate the shipment and receipt of goods.

When a boat comes in in the early morning hours, the electric trucks are at once put to work carting the freight from the decks of the boat to the pier. On the pier the system of taking care of the inbound freight is similar to that in vogue at the other freight terminals of the city, except that it is carried on with a little more dispatch than elsewhere.

It is on the outbound platform that the little industrial trucks effect the greatest efficiency. Here practical tailboard receipt is given. As soon as the goods are unloaded from a wagon, hand trucks are employed to wheel them across the platform to the industrial trucks. They are loaded directly onto the industrial trucks, which carry them to the hold of the ship as soon as they have full loads.

Although more freight is handled over the bulkhead at Pier 14, than at many of the neighboring terminals where conditions are bad, there is no line of vehicles waiting outside the bulkhead at any time, nor is there any delay in waiting to unload because freight has been allowed to accumulate.

No Line at Rush Hour.

When the rush hour comes and the amount of freight handled exceeds the working capacity of the industrial trucks, the surplus freight is trundled to the rear of the platform by hand trucks and is piled there until the electrics can catch up with the trucks that are unloading from the street. This leaves the front of the platform clear, instead of piled with freight as at other terminals. There may be sometimes five or ten trucks waiting to get to the bulkhead to unload freight due to the fact that the doors are filled, but in New York City, ten vehicles do not constitute a line, and delay is reduced to a minimum.

The use of these industrial trucks has so improved conditions at Pier 14 that the bulkhead platform has been cut in half lengthwise, the rear half being hoisted to the ceiling as it consumes unneeded space except during the rush hour. When the rush hour comes, the rear half of the loading platform is dropped into place

and is utilized in piling up the accumulating freight.

The team owners had several expert witnesses on hand to testify as to how the conditions at New York City's terminals could be improved. Among these were Calvin Tompkins, formerly Dock Commissioner of New York City, M. C. Horine of "The Commercial Vehicle," a publication devoted to the interests of the motor truck, and H. T. Lay, of THE TEAM OWNERS' REVIEW.

As showing the delays incident to the receipt and shipment of goods in New York City, a set of tabulations prepared by Mr. Horine and Mr. Lay were offered in evidence. The observations from which these tabulations were made were taken at Pier 10 of the Jersey Central Railroad in June and July, 1913, and at Pier 14 of the New England Steamship Co. during the same months.

One Hour Consumed in Picking Up.

The inbound system of handling freight was observed at Pier 10 and the average time of a wagon from its arrival outside the pier to its departure with its load was taken. This average amounted to 1 hour, but there were many incomplete examples in this tabulation owing to the fact that the observations ended at noon and there were still many trucks on the pier which had gone in early in the morning.

At Pier 14, the outbound shipment of freight was watched and the time taken from the arrival of a truck to its departure after it had been unloaded. The number of pieces in the loads were checked and other notations made. At this bulkhead, the average time from the arrival to the departure of a truck was approximately 10 minutes.

Many suggestions were offered by the experts in response to questions as to how conditions might be improved. Calvin Tompkins outlined his plan for improving freight terminal conditions, which includes a system of freight tunnels with terminals on the city side of the big shipping thoroughfares where business buildings are located at present. Mr. Tompkins furnished the Commission with copies of various papers he has read and articles he has prepared on the subject.

Mr. Horine was of the opinion that tailboard delivery and receipt would be a great aid to all concerned and advocated time saving devices such as telfers, industrial trucks, etc. He testified as to conditions at Pier 14 of the New England Steamship Co., showing how nearly ideal is the system in operation there.

C. N. Gavitte, freight agent of the New England Steamship Co. at Pier 14, testified that the electric industrial trucks referred to, effect a great saving in time in handling freight which is of as much value to the carrier as to the team owner. He testified also that these vehicles had made it possible for him to cut down his working force and save money on the operation of the terminal. The saving in platform space during slack

hours, which means that the goods do not have to be carried as far by hand truck as they would otherwise be, was also touched upon by Mr. Gavitte.

Photographs Accepted As Evidence.

Mr. Gabrylewitz, who, with Mr. Lay and several of the New York team owners made flying trips through the freight centers, gathering new evidence during the noon recesses, submitted several photographs showing typical conditions and illustrating the points touched upon by the various witnesses in their testimony. These photographs were accepted in evidence and Mr. Gabrylewitz went on the witness stand to testify concerning them and concerning conditions at the freight terminals as he had observed them.

Among the most important witnesses for the team owners were Joseph Orr, president of the New York Team Owners' Association, Charles M. Ertz, also of the New York Team Owners' Association, Joseph Loria, a member of the Association, Isaac Goldberg, former president of the National Team Owners' Association, T. F. McCarthy, of the New York Association, a foreman for Mr. Goldberg, and the photographer, who took the pictures, showing conditions at the piers and terminals.

The hearing closed on Thursday, April 9. The next hearing in the tailboard delivery fight will be at Cincinnati on May 13, when the Cincinnati case will come up. Examiner Pattison will preside at this hearing also, and Mr. Gabrylewitz will go to Cincinnati to assist in the case. After the evidence is in in all the cities concerned, the case will be summed up and decided as one case by the Interstate Commerce Commission.

Would License Warehousemen.

The question of licensing warehousemen is one which has received attention to some extent and considerable discussion in the past and has been put into practical operation in the State of Texas. A recent act of that commonwealth requires public warehousemen to file a bond in the sum of \$5,000, conditioned upon the faithful performance of their duty, and they then receive a certificate or license authorizing them to transact business as public warehousemen. No person or firm not having filed such a bond has a right to hold himself or themselves out as public warehousemen, and their receipts must state across the face "not public warehousemen."

The question of the advantage or disadvantage to warehousemen generally of such requirements is receiving a great deal of attention at present. It is being considered by the warehousemen of Illinois and other western States very carefully. No definite action has yet been taken upon it, but in all probability there will be at the next meeting of the Illinois Legislature. It

is believed by many that public warehousemen ought to receive whatever benefit may accrue to them in that capacity as distinguished from wholesale merchandise houses who quite commonly store goods and charge therefor, and that large class which takes storage to fill up vacant property without really engaging in the business.

Further Particulars on New Packing Material

Following the publication of the article on "Crate Packing Soon to Disappear," in the March issue of THE TEAM OWNERS' REVIEW, and the letter from Walter C. Reid, of New York City, on the same subject, which appeared in the April number of THE TEAM OWNERS' REVIEW, E. M. Radcliffe, of Radcliffe & Co., of Grand Rapids, Mich., received several inquiries for further particulars regarding the new packing material and its use. One of these inquiries was from the Benedict Warehouse & Transfer Co., of Denver. To this company, Mr. Radcliffe replied as follows:

"In reply to your letter of recent date in regard to the new packing material, and presuming that you read what was stated in the Illinois Bulletin and THE TEAM OWNERS' REVIEW, we would say further:

"1—Mr. Seymour, traffic manager for Berkey & Gay Furniture Co., who the writer interviewed, said that the packing material for a good-sized sideboard would cost about \$1. This is corrugated board that has a punching resistance of 200 pounds to the inch, 175-pound board being used on lighter pieces.

"2—The great saving is in the packing time, as one of our men packed twenty tables while another packer was packing a similar table in the old way, with lumber.

"3—The space occupied was much less than with lumber and not half as risky for fire.

"4—In the twenty-seven car hotel order referred to, Berkey & Gay whose contract was "delivered into the rooms" were not obliged to send a large number of finishers to rub out "pressed in marks" and fix up places where paper hangers, decorators, etc., had walked over the goods in the rooms.

"The writer is rather pessimistic about storage men using the corrugated board to advantage as our sizes vary so, but in every shipment from "RAD" of Grand Rapids, in the future, a piece will be included as a sample."

Meeting of Illinois Warehousemen.

The regular monthly meeting of the Illinois Furniture Warehousemen's Association was held on Monday, March 16, in the rooms of the Traffic Club, at the Hotel La Salle, Chicago, Illinois. No meeting was held during the month of April. The Annual Outing of the

Association will be held this year at Ottawa Beach, in Michigan, directly across the Lake from Chicago. The boat will leave Chicago on Friday, June 19 and remain at the Beach until the following Monday, making short Lake trips. The outing this year will last 4 days instead of 3.

Andrew Rutledge, Jr., a Chicago attorney, addressed the meeting on the subject of "Public Utilities," taking up the question of warehouses as public utilities under the Public Utilities Commission. Following Mr. Rutledge's talk on this subject, an interesting discussion took place, there being some doubt as to whether a furniture warehouse came under the jurisdiction of the Public Utilities Commission, but as a clause in the public utilities act provides that a warehouse for the storage of goods does come under the jurisdiction of the commission, this question was shortly settled.

The matter of the standing of the members of the Association with the Public Utilities Commission was referred to the Committee on Laws and Legislation. The merchandise warehousemen were notified by the Commission to file their schedules of rates by April 1.

The Lease Committee, through its chairman, Mr. Jackson, reported that a meeting had been held at the Chicago Real Estate Board when it was decided to get out a circular letter endeavoring to bring about a decrease in the rush of moving work on April 30 and October 1, due to the fact that leases expire on those dates in great numbers. The gas company of Chicago has figures showing that 68 per cent of the removals made by their clients were on April 30 and October 1.

At the regular monthly meeting of the Chicago Real Estate Board, held on March 4, the following resolution was adopted:

"Whereas—Our custom of having residence leases terminate on May or October 1 has produced upon those dates a volume of business now almost impossible to handle, and

"Whereas—The situation through the great growth and expansion of Chicago is rapidly becoming more serious to the injury of agent and owner, and

"Whereas—Other lines of business are adversely affected to the extent that renting seasons are practically a public question, and

"Whereas—A number of the largest public utilities have asked for the assistance of this board to relieve the congestion of renting seasons—Now, therefore, be it

"Resolved—That our renting committee be and hereby is instructed to send a copy of this resolution to and urge all renting agents in Chicago to make leases to expire during every month of the year, and inaugurate a vigorous campaign favoring all-year leasing."

Cornell University at Ithaca, N. Y., has just established a course in horseshoeing. This course is a short one.

Letters From Readers

Wants Charges for Motor Van.

Editor, THE TEAM OWNERS' REVIEW:—Our motor van is a new venture and we would like to know how people charge for long and short distance moving. We have a two-ton — car with a body 14 feet long, six feet wide and seven feet high.

DONELSON TRUCKING & STORAGE Co., Jamestown, N. Y.

The Van Owners' Association of Greater New York is leading a movement to have all charges for hauling household goods made at an hourly rate instead of by the load or by the mile. The Scranton, Pa., Team Owners' Association, as is announced elsewhere in this issue, has set a rate of \$1 per hour for van service, but it is understood that this is for horse haulage. Charges for motor vehicles service should be based upon the cost of maintaining and operating the vehicle.

It is practically impossible to give cost figures for motor vehicles that will apply in every business, as conditions vary in each individual case. Experience alone will show what it will cost to operate a motor vehicle of any description in any particular line of business. The only value of cost figures on motor trucks is comparative, and there is no value in such cost figures when a statement of the circumstances, favorable and unfavorable to the truck's operation, does not accompany the tabulation of cost.

Acker, Merrall & Condit, one of the largest wholesale and retail grocery firms in New York City, estimate that its three-ton gasoline machines cost them for operation and maintenance, \$1.25 per hour, and its electric vehicles, \$1.00 per hour. This would bring the cost of a three-ton gasoline machine to \$12.50 per day, figuring on a 10-hour day. This includes interest at 6 per cent and depreciation at 20 per cent and is fairly reasonable, inasmuch as experts have estimated the average cost of a five-ton machine of the gasoline type, operating under normal conditions, to be \$15 per day. The Acker Merrall & Condit electric vehicles are also three-ton machines.

To say that your two-ton gasoline machine would cost less than one of Acker Merrall & Condit's three-ton vehicles would be stretching a point, perhaps, as it must be remembered that this firm's cars travel for the most part over city streets, and when they are obliged to go out into the country, their runs are over macadam roads. New York City is comparatively flat. This also must be taken into consideration, as well as the fact that these grocery cars receive the best of care and their owners can afford to rate their depreciation as low as 20 per cent.

On the other hand, Jamestown is a hilly city and the roads in its vicinity are none too good. Furthermore, your truck would be required more for long than for short-haul work and would thus have to go into the country more. Then, too, having only one car, it is doubtful whether the vehicle would receive the care and attention that Acker Merrall & Condit's cars get, for their installation is a large one and they can afford to keep special men to care for their motor trucks. You may have the good fortune to secure an exceptional driver and in that case, you can set a lower rate of depreciation.

Taking all these things into consideration, it is almost safe to say that your motor truck will cost you approximately \$1.50 per hour including the wages of a driver. Base your charges on this cost figure, but do not accept it as final. Keep a cost record of your motor truck, covering its performance as well as its cost, and at the end of a few months, have a re-adjustment according to the figures your records show.

Would Like Barn Information.

Editor, THE TEAM OWNERS' REVIEW:—We are contemplating the building of a new barn to accommodate possibly 250 horses. Do you know of any large trucking concerns in any of the large cities that have built new barns recently? We want to get some ideas. Have any concerns any advertising matter showing their barns?

SUBSCRIBER, Detroit, Mich.

There are two concerns in Pittsburgh which have recently made changes in their stables, the Pittsburgh & E. E. Express Co., 6119 Broad street, and Blanck's Transfer & Storage Co., 6344 Penn avenue. The Municipal Garbage Disposal Stables at Detroit, Mich., are new stables and a visit to them might repay you. The General Ice Delivery Co., also of Detroit, built a new stable in 1913, and there may be some features in this that would help you out.

"RAD" Attends Warehouse Meeting.

Editor, THE TEAM OWNERS' REVIEW:—The writer attended the Second Annual Meeting of the American Chain of Warehouses, held at the Sherman Hotel in Chicago, Ill., on March 30 and 31. The meeting marked the third year of the organization and was well attended. Many subjects of interest to warehousemen and team owners were discussed.

Chairman A. H. Greeley presided. W. H. Gibson,

the treasurer, reported over \$1,000 in the treasury. F. Rochanbeau, general representative, stationed at New York, said "There are unlimited possibilities, and the chain is getting to be of great value to both shippers and warehousemen." His work was very much commended, and \$300 additional was voted to him in appreciation of his tactful and earnest efforts during the last year. The New York representative has succeeded so well that it was voted to hire one from the Chicago district.

Through the courtesy of the Chicago Tunnel Company, "the bunch" was taken through the Chicago tunnel in tunnel cars on Saturday. The effect was quite novel. The trip ended at the new Soo Terminal Warehouse, where Mr. Morgan kindly escorted us through the entire wonderful terminal.

E. M. RADCLIFFE, Grand Rapids.

Why Motor Trucks Aren't Used.

Editor, THE TEAM OWNERS' REVIEW:—We do not think that motor trucks will ever displace horses in our business. The average time required to go to and come from the freight terminal is 15 minutes with a team and 7½ minutes with a motor truck. The time spent at the freight terminal is from 1 to 3 hours. The average for both is four round trips per day, the motor truck thus saving but 60 minutes. The investment represented may be estimated at \$30,000 for thirty teams and outfits and \$81,000 for twenty-seven motor trucks.

ADAMS TRANSFER Co., Kansas City, Mo.

Demand for Horses Exceeds Supply.

Editor, THE TEAM OWNERS' REVIEW:—As regards the motor truck, I would say that last year, the Boston Work-Horse Relief Association lost about twenty-five entries from its annual work-horse parade on account of the motor truck. We expect that the parade will be larger this year than it was last year, when the total number of entries was 1,230.

The price of horses is so high that many horses are now being used that should be killed. The farmers and stockmen should be encouraged to raise more heavy work horses. There will be a big market for them for the next 10 years at least.

HENRY C. MERWIN, President Boston Workhorse Relief Association.

Figures of Horse Cost.

Authentic figures of horse cost have been obtained by THE TEAM OWNERS' REVIEW from the Andrews Fireproof Storage Company, of Cleveland, Ohio, one of the few firms that keeps a complete record of the cost of its horses. The figures are for one team and one

truck for one month, based on the operation of twenty teams from one place. The tabulation follows:

Wages of driver	\$ 65.00
General expense	4.25
Insurance	1.50
Taxes	1.50
Telephone	1.00
Depreciation 20% on value of \$1,100.00	18.33
Interest on investment of \$1,100.00 at 6%	5.50
Shoeing	6.00
Veterinary and drugs	1.00
Feed	25.00
Office and stable expense as salaries and use of office..	10.00
Total	\$142.08

The importance of keeping a record of the cost of horse haulage should be recognized by every team owner. A man who owns horses is sure to be called upon sometime by a motor truck salesman. How can he hope to talk intelligently with the motor truck salesman if he does not know how much his horses are costing him? Aside from this, a man who does not know how much his horses are costing him is like a ship without a rudder and he may find himself at any time, grounded on the rocks of bankruptcy.

The Van Man.

And now the van man comes again

In answer to my call;

I have not seen his visage plain

Since—let me think—since Fall

When I confided, with much pain,

To him my utmost all.

I hoped upon that Autumn day

His form no more to see;

In fact I almost yearned to slay

Him and his helpers three;

For oh, the dreadful, awful way

That van man treated me!

He tattooed all the gilded chairs,

And broke the rocker's back;

Lost all the casters—fourteen pairs!—

And nicked the bric-a-brac;

And I was forced to mend the stairs

That man saw fit to crack.

He piled my treasures high inside,

Then on the box he sat,

And after an uncertain ride

The remnants reached my flat;

But to this day they've all denied

Which 'twas that stole my cat.

Now comes the van man, as I said,

To move my goods once more;

I almost wish that I were dead

And all my movings o'er;

For this man, I observe with dread,

Is he who came before!

LURANA SHELDON.

Hot Weather Rules for Horses.

- 1.—Load lightly, and drive slowly.
- 2.—Stop in the shade if possible.
- 3.—Water your horse as often as possible. So long as a horse is working, water in moderate quantities will not hurt him. But let him drink only a few swallows if he is going to stand still. Do not fail to water him at night after he has eaten his hay.
- 4.—When he comes in after work, sponge off the harness marks and sweat, his eyes, his nose and mouth, and the dock. Wash his feet but not his legs.
- 5.—If the thermometer is 75 degrees or higher, wipe him all over with a wet sponge. Use vinegar water if possible. Do not turn the hose on him.
- 6.—Saturday night, give a bran mash, cold; and add a tablespoonful of saltpetre.
- 7.—Do not use a horse-hat, unless it is a canopy-top hat. The ordinary bell-shaped hat does more harm than good.
- 8.—A sponge on top of the head, or even a cloth, is good if kept wet. If dry it is worse than nothing.
- 9.—If the horse is overcome by heat, get him into the shade, remove harness and bridle, wash out his mouth, sponge him all over, shower his legs, and give him four ounces of aromatic spirits of ammonia, or two ounces of sweet spirits of nitre, in a pint of water; or give him a pint of coffee warm. Cool his head at once, using cold water, or, if necessary, chopped ice, wrapped in a cloth.
- 10.—If the horse is off his feed, try him with two quarts of oats mixed with bran, and a little water; and add a little salt or sugar. Or give him oatmeal gruel or barley water to drink.
- 11.—Watch your horse. If he stops sweating suddenly, or if he breathes short and quick, or if he stands with his legs braced sideways, he is in danger of a heat or sun stroke and needs attention at once.
- 12.—If it is so hot that the horse sweats in the stable at night, tie him outside. Unless he cools off during the night he cannot well stand the next day's heat.

Stable Rules.

- 1.—The best order in feeding is: Water, hay, water again, grain.
- 2.—Never give grain to a tired horse. Let him rest and nibble hay for an hour or two first. Grain in the manger before the horse comes in looks bad.
- 3.—Water the horses as often as possible; but let the horse that comes in hot drink a few swallows only, until he is cool.
- 4.—Always water the horse after he has eaten his hay at night. Do not go to bed leaving him thirsty all night.
- 5.—Do not forget to salt the horse once a week; or,

better yet, keep salt always before him. He knows best how much he needs.

6.—Give a bran mash Saturday night or Sunday noon; and on Wednesday night also, if work is slack. After a long day in very cold or wet weather, a hot mash, half bran and half oats, with a tablespoonful of ginger, will do the horse good. Put very little salt, if any, in the mash.

7.—If the horse does not eat well, or slobbers, examine his teeth.

8.—Keep a good, deep, dry bed under the horse while he is in the stable, day or night, on Sundays especially. The more he lies down, the longer his legs and feet will last.

9.—In order to do well, the horse must be kept warm. Give him a blanket on cool nights in late summer or early fall, and an extra blanket on an extra cold night in winter.

10.—In cold rains do not tie up the horse's tail. The long tail prevents the water from running down the inside of his legs, and keeps off a current of air from his belly.

11.—Take off the harness, collar and all, when the horse comes in to feed. He will rest better without it.

12.—Never put a horse up dirty or muddy for the night. At least brush his legs and belly, and straighten his hair.

13.—In hot weather, in all weathers if the horse is hot, sponge his eyes, nose, dock, the harness marks, and the inside of his hind-quarters when he first comes in.

14.—When the horse comes in wet with rain, first scrape him, then blanket him, and rub his head, neck, loins and legs. If the weather is cold put on an extra blanket in 20 minutes. Change the wet blanket when the horse dries. **DO NOT WASH THE LEGS.** Rub them dry, or bandage loosely with thick bandages. It is far more important to have the legs warm and dry than clean.

15.—To prevent scratches, dry the horse's fetlocks and heels when he comes in, especially in winter; and rub on a little glycerine or vaseline before he goes out in snow or mud.

16.—Examine the horse's feet when he comes in, and wash them if he does not wear pads. If a horse in the city is not shod in front with pads, tar and oakum, which is the best way, it is absolutely necessary to keep his feet soft by packing them, or by wrapping a wet piece of old blanket or carpet around the foot, or by applying some hoof dressing or axle oil, inside and out, at least three times a week.

17.—Let the horse have a chance to roll as often as possible; it will rest and refresh him. Give him a little clean earth or a piece of sod to eat now and then; he craves it, and it is good for his stomach and blood.

Seattle Owners Fight Closed Shop.

The Seattle Team Owners' Association, of Seattle, Wash., supported by the Washington Employers' Association, has been firmly opposing a strike of the Seattle drivers since June, 1913, for the sole reason that the teamsters demand a closed shop. The owners are willing to accede to the demands of the drivers as far as increased wages and shorter hours are concerned, but they never will consent to the demand that they employ nothing but union labor.

Since its inception, the strike has been characterized by extreme and terrible acts of violence, ranging from the cutting of harness to the injuring of horses and the assaulting of non-union drivers. The Employers Association, in a letter to THE TEAM OWNERS' REVIEW, states that the strike has been practically won for months back, the only trouble being with a small group of law breakers who have been doing body and property violence whenever possible.

Eighty men are out on strike. The strike has a record of close to 250 cases of violence. In a number of these cases evidence has been secured and the guilty parties prosecuted.

What Drivers Demand.

The striking drivers demand a graduated wage scale with a minimum of \$2.75 per day; 10 hours to constitute a day's work; all men on strike to be given positions and an agreement that all non-union drivers shall be discharged and only union men employed.

The team owners, soon after the beginning of the strike, filed an affidavit asking an injunction against the strikers, restraining them from acts of violence. When the case came up, the judge suggested that the two factions take the case and arbitrate it. A committee was appointed by each side to confer together. The team owners' committee stated that they were willing to settle the strike and asked M. J. Casey, international vice president of the union, to state the position maintained by the union.

Casey stated that, as a condition precedent to any settlement, the team owners would be compelled to agree in writing for a definite fixed time, not less than 1 year and preferably 5 years, to employ only union men, thus agreeing to the closed shop clause of the contract he had prepared. He was asked whether the men would continue to work, hauling freight for an owner's customer, against whom other labor bodies had declared a strike, if the owners signed the contract. He replied that, if the customer were an old customer, for whom the owner was hauling freight at the time the agreement

was made, the men would continue to work in spite of the demand for a sympathetic strike, but if the customer were a new one, having become one after the agreement was signed, the employer would have to take his chances of the men continuing to haul freight for him while there was a strike on against the customer. The owners replied that there could be no settlement on that basis and the meeting broke up.

Later the injunction was granted, restraining the strikers from acts of violence. The plan of the strikers, in perpetrating assaults on non-union drivers, was to congregate on a street corner and wait there until a non-union driver passed with his wagon. Upon his approach, the strikers would inform the policeman on that beat that the driver was carrying a concealed weapon. They would demand a search and would of course find that the driver did not carry a gun. They would then follow the driver to some lonely spot and there attack him, having been satisfied that there was no danger of bodily injury to themselves in so doing.

The team owners then appealed to the Washington Employers' Association, a State-wide body, having an efficient organization and composed of manufacturing interests and employers generally in the State. The Team Owners' Association is affiliated with this body, which is strongly opposed to the closed shop.

The strikers at one time attempted to force the team owners to sign their closed shop agreement by showing them that they could raise their prices and that the union would exert all its influence to prevent the extension of tracks and installation of switches to warehouses.

Soon after the election of Hiram C. Gill as mayor of Seattle, he appointed a committee of eleven disinterested citizens to investigate the strike and to attempt conciliation. This committee has now reported as favoring the open shop. The committee has made the following recommendations:

1—That the "open shop" principle be hereafter fairly observed by both parties; that there shall never be any discrimination made by the employing team owners against a teamster because the latter may belong to a union; that no teamster shall ever discriminate against an employer because the latter may employ non-union labor; and that efficiency shall, at all times, be the standard test for employment.

2—That the strike be at once declared off by the Teamsters' Association; and that as rapidly as possible, in the exercise of the best faith on the part of the team owners, the striking teamsters who have not been guilty of violence in connection with the strike, be either employed by their former employers or by others.

3—That in the near future, each organization shall

appoint a committee of capable men to meet a like committee from the other body, and take up deliberately and calmly between themselves, the consideration of working conditions, hours and wages, to the end that mutual satisfaction may prevail as to those matters. If such committees are unable to agree, we recommend that they submit the disputed points to the arbitration of fair and practical men, experienced in such matters.

A. J. McMahon, president of the Seattle Team Owners' Association, in a letter to the editor of THE TEAM OWNERS' REVIEW, states that the Teamsters' Association has decided not to accept the suggestions of the mayor's committee, although the union was directly responsible for the appointment of the committee. The union has decided to continue the strike, and the outcome of the affair is still problematical.

All through the strike, the Employers' Association has devoted columns of space in its "Weekly Messenger" to the side of the team owners and has consistently opposed the closed shop. The Employers' Association is not permitting any conferences between the teamsters' union and the Team Owners' Association, inasmuch as no members of the union are employed by the owners at the present time and therefore, there can be no question of wages, hours, or working conditions.

Driver's Rules.

- 1.—Start at a walk, and let your horse work very easily for the first half hour.
- 2.—A heavy draft horse should never be driven faster than a walk, with or without a load.
- 3.—Look to your harness. Avoid these faults especially:—
 Bridle too long or too short.
 Blinders pressing on the eye or flapping. (An open bridle is best for most horses.)
 Throat-latch too tight.
 Collar too tight or too loose, or dirty on the inside.
 Shaft-girth too loose.
 Traces too long.
 Breechings too low or too loose.
 Inside reins too long, in the case of pairs.
- 4.—Do not let your horse drive himself; but handle the reins gently. Never jerk the reins; to do that is the sure mark of a bad driver.
- 5.—Try to deliver your load with as little backing as possible. Backing a heavy load is apt to strain the hind legs.
- 6.—Take the horse out of the shafts as much as possible; and if you drive a pair or four, unfasten the outside traces while the horses are standing; they will rest better that way.
- 7.—Teach your horses to go into the collar gradually. When a load is to be started, speak to the horses and take a firm hold of the reins so that they will arch their necks, keep their legs under them, and step on their toes. A loose rein means sprawling and slipping, often with one horse ahead of the other.

8.—Water your horse as often as possible. Water in moderate quantities will not hurt him, so long as he keeps moving.

9.—Blanket your horse carefully when he stands, especially if he is at all hot. Repeated slight chills stiffen and age a horse before his time.

10.—Bring your horse in cool and breathing easily. If he comes in hot, he will sweat in the stable, and, also, the sudden stoppage of hard work is bad for his feet.

11.—In hot weather or in drawing heavy loads, watch your horse's breathing. If he breathes hard, or short and quick, it is time to stop.

12.—Remember that the horse is the most nervous of all animals, and that little things annoy and irritate him. Remember that he will be contented or miserable accordingly as you treat him.

These rules are prepared by the Boston Work-Horse Relief Association, whose office is at 15 Beacon street, Boston, Mass. Copies of the rules will be sent free on application.

HENRY C. MERWIN, President.

LEWIS A. ARMISTEAD, Secretary.

Hazeltown Drivers After More Money.

The teamsters' union of Hazeltown, Pa., has presented their new wage scale, calling for an 8-hour day and a rate of 60 1/10 cents per hour for double teams and 75 cents per hour or fraction of an hour less than a half day's work or 5 hours.

Sanitation Campaign Started.

The Horse Watering Committee of the Women's Society for the Prevention of Cruelty to Animals, held its annual meeting in Philadelphia on April 29 and started a crusade against the common drinking trough for horses. Hereafter, drivers will be asked to carry individual buckets for their horses. The stations will be conducted as usual, but only for filling the buckets, sponging the horses and providing the animals with shower baths.

The April Grand Jury in the Bronx, a borough of New York City, condemned the public watering trough as a menace to the health of the community and the cause of the deaths by glanders of sixty-eight horses within the last 3 months. A presentment was made to Judge Brady, urging the abolition of the troughs and the sub-stations of hydrants and pumps, equipped with automatic shut-offs. The Grand Jury points out that hucksters dip pails into the troughs and sprinkle the vegetables in their wagons with the water, which may be infected.

Molassine Meal

MADE IN ENGLAND

IS NOT AN EXCUSE FOR SELLING RAW MOLASSES

It is a scientific feed made under a patent formula, backed by 20 years of unbroken success with farm, team & truck horses—trotters, brood mares and colts.

It is made by a special prepared process which produces a feed absolutely unlike anything else in the world.

For 20 years it has watched imitators come and go, but today Molassine Meal is the one and only feed of its kind that will produce the results claimed.

You need have no fear about the keeping qualities of MOLASSINE MEAL it has no "expiring date" when it ceases to be good—MOLASSINE MEAL gives satisfaction 12 months in the year.

The Leading Veterinary in Lawrence, Mass., Says

Dear Sirs:—I have recommended Molassine Meal for horses that were off their feed, and bowel complaint, worms, etc., and it has proven satisfactory.
I have given a thorough trial in my own stable and the results are very satisfactory. I think it well worth the consideration of any man who has horses, if they feed as you direct.
(Signed) Very truly yours, DR. GEO. S. FULLER.

***Insist on having Molassine Meal, as nothing else will take its place.
Look out dealers don't give you some other feed***

Nothing takes the place of Molassine Meal, it is not to be fed alone, but is always fed with your regular ration.

Feed three quarts per day to each horse in place of the same quantity of other fodder. In the course of a few weeks you will see improved results in the shape of strength, energy and glossy coat.

We have a new Horse Book—just off the press—send for it.

Look for this
Trade Mark
on every bag.



"MOLASSINE MEAL" is put up in bags containing 100 lbs. Ask your Dealer for it or write direct.

MOLASSINE COMPANY
OF AMERICA.

324 Board of Trade,

Boston, Mass.

St. John

Montreal

Toronto

Winnipeg



MOTOR HAULAGE AND DELIVERY

The Problem of Terminal Freight Congestion and Its Solution.

The following paper on this subject was read before the Electric Vehicle Association of America at its monthly meeting in New York City on April 24, by Fred A. Hortter, car accountant, for the Boston & Maine Railroad System:

"The latest available Interstate Commerce Commission Report on railroad freight service, covering the year ending June 30, 1911, showed a freight equipment of slightly over 2,195,000 cars, and a freight movement of nearly 254,000,000,000 ton miles. That the growth of this vast business has been as rapid as the development of the country is evident to everyone here, and you can readily imagine the problems involved in the efficient administration of this vast enterprise.

"In considering the methods under which the freight transportation of the country is accomplished we will disregard that portion which is not handled directly through freight terminals such for instance, as is loaded and unloaded at private sidings.

Outline of Freight Problem.

"It may be of interest to outline briefly the amount of freight that is handled by only one railroad in one city, this road operating approximately fifty inward and fifty outward freight trains each day. During the week of October 16, 1913, this road handled through its freight houses and team tracks a total of nearly 110,000 tons of freight, being divided approximately into 60,000 tons inward and 50,000 tons outward. Were it possible to team this freight at what you electrical gentlemen term a "high load factor," its movement would be greatly simplified; but observations show the "peaks" of this service to occur in the early morning and late afternoon hours, so that in from 6 to 7 hours of the working day less than 35 per cent of the total yard traffic movement occurs. The elimination of these "peaks" is one of the problems of the railroad terminal question.

"Another problem of freight terminal operation, with which the railroads are confronted is the continuance of a practice of 25 years ago, where shippers and consignees use the railroad premises for storage purposes.

"Of course the purpose of demurrage charges is to force the removal of freight by penalizing those who leave it for an unreasonable time on the railroad premises. Logically the demurrage should be high enough to insure this result without undue burden to any who may happen by reasonable exercise of unloading facilities, to be unable, to remove the freight within the free time. To accomplish this, the free time allowance in one section of the country varies consid-

erably from that of another, depending upon the nature of the freight and of the facilities for handling.

"It is only recently that the necessity for giving study to the so-called "short haul," or teaming of freight from terminals, has been impressed upon the transportation interests.

"Investigation has resulted simply in emphasizing the defects of the systems employed, but whatever remedies have been suggested have mostly emanated from, and been put into practice by, the railroads themselves. These improvements have generally been to little purpose through the lack of co-operation between the carrier and the public, and the inability of the railroads to control the operations of the teamsters and truckmen.

"This brings us directly to the main cause of railroad freight terminal congestion, namely, the present methods of highway freight transportation. The practices in vogue in this service have not radically changed during the last generation, while the conditions of operation have continually grown more complex through the increase in volume of freight handled.

"To substantiate this let me cite one or two instances which have come to my notice which also show with what the railroad must contend in its effort to comply with the demand for efficient service. Observation of the terminal yard teaming in the B. & M. R. R. yards in Boston showed that in one day 10,264 horse-drawn vehicles handled freight to the outbound freight houses. The total outward tonnage for the week amounted to but 22,416 tons, which showed an average horse-vehicle load of only 36/100 of a ton each. Calculate for yourselves the efficiency of a five-ton unit operating under this load factor.

Low Efficiency Discovered.

"In another observation in a trucking concern hauling approximately 180,000 tons of merchandise annually, the ratio of loaded and empty mileage of the horse vehicles was found to be 241:143, while the actual moving time represented but 22.95 per cent of the total day's work.

"It is not fair to the railroads or the public that the high grade of efficiency attained in one division of freight transportation should be handicapped by failure to improve the street transportation that occurs at each end of the railroad transportation thereby causing an unnecessary increase to the consumer in the cost of the commodities transported. Were you as teamsters and shippers alone concerned, that would be another matter; but you must remember that from the time a freight car is placed in the freight terminal yard for unloading the railroad is at the mercy of the consignee, so far as that particular piece of equipment is concerned. The

load may be such as could be readily removed in a few hours' time. Nevertheless, either through inadequate facilities for handling or because the time is not particularly convenient, or possibly because the consignee considers the full free time allowance as his inalienable right as prescribed by the National Code of Rules, this full free time—and in many cases more—is consumed in unloading. In saying "in many cases more," I speak conservatively, for, (to quote again from the I. C. C. report), \$9,379,524 of the gross income of the railroads, of the country in 1911 consisted of penalties received for the detention of freight beyond the free time limit. Do not misconstrue this as being a desirable source of income to the railroads, because such is not the case. Every dollar collected for demurrage carries with it a loss of \$2.35 in the earning capacity of the cars held beyond the free time limit. Calculated on the basis of the demurrage receipts for the year ending June 30, 1911, the loss to the railroads in the earning capacity of their freight equipment amounted to more than \$10,482,700, above all revenues from demurrage.

"If we pursue this line of thought a little further, we find that this increased freight car detention time not only makes a proportionate decrease in railroad working equipment, but seriously affects terminal yard facilities, the expansion of which is definitely limited by city real estate values and the conditions of the surrounding properties, inasmuch as the railroads are surrounded by industries that have secured available sites along the line of the carriers in order to be easily accessible to transportation facilities.

Consolidation Would Simplify Matters.

"When we consider the trucking industry in our various cities, we find a multitude of teaming concerns that are operating independently without any attempt of co-operation or a consolidation along the lines of greater economy or increased efficiency.

"It is commonly said in our large cities the teamsters are not making any money, but are securing a bare existence in their particular field of industry. When we consider the lost motion and waste which characterizes the effort of these innumerable teamsters to handle their traffic without co-operation with others similarly engaged, it is not surprising that they are not growing rich. These various trucking concerns perform under contract about 60 per cent of the street haulage of freight in our larger cities.

"For years, you gentlemen of the motor vehicle industry have been endeavoring to introduce modern machinery to replace the horse in this service and thereby produce a better quality of street transportation. You have not gone far enough. You have not endeavored to change the method. You have merely tried to improve the tools and so far you have done well; but improvement in the means without change in methods will go but a little way in the ultimate solving of the terminal freight problems. True, some slight advantage may be obtained, but so long as the efficiency of the

apparatus is limited by the system under which it operates, the problem is no nearer solution than it ever was.

Carriers Would Control Transfer.

"The remedy is apparent. It lies in the co-ordination of the railroad and highway movement of merchandise, and a collaboration of the railroads and the teaming interests. I have been assured by some of the leading transportation engineers of your association that the accomplishment of this is possible, while a few years ago it was my privilege to review an engineering study of the highway freight movement in the City of Boston, which was made by one of them. His conclusions forcibly emphasized the necessity for some systematic method of handling this teamed tonnage, to accomplish which he advocated co-operation between the railroads and a consolidation of the trucking interests, resulting practically in an extension of railroad operating methods beyond their terminals. This plan is merely an acknowledgement of the unity of the terminal transportation problem, and appeared to me to be a logical solution of terminal freight congestion. Its principal advantage to the railroads lies in a train schedule system of operation and a marked reduction in the detention of freight on the railroad premises.

"There is no reason why a powerful and efficient trucking organization of this nature should not only effect an enormous saving over present cost, but render greatly improved service through the employment of scientific and efficient methods of operation and a truck dispatching system worked out along the same lines as is the train dispatching and car distribution systems of our railroads.

"This would prevent the use of a five-ton truck for carrying a small lot of freight weighing only a few hundred pounds, one or two miles across the city, by arranging to have that truck move via a definite schedule to its destination, picking up en route sufficient other parcels of freight to utilize to the fullest extent the carrying capacity of the vehicle.

"Furthermore an organization of this kind could probably establish central clearing stations at convenient points in the business districts to which light capacity vehicles could be run from nearby warehouses and from which consolidated loads could be moved in high capacity trucks to the railroad and steamship terminals, bringing back on their return similar heavy loads of inward freight for redistribution from the central station. Thus we could secure substantially an extension of the railroad operating methods beyond railroad terminals. Warehouse to warehouse delivery is successfully carried on in Europe.

"Confusion or congestion in freight terminals will react throughout the entire transportation line using that terminal, hence I am confident that the solution of terminal freight congestion lies along the lines of improved street transportation by the trucking industries, through consolidation."

New Laws Restrict Trucks.

In Maryland a new law has been passed which limits motor trucks weighing from four to eight tons to a speed of fifteen miles per hour and those weighing more than eight to twelve miles per hour. Width is limited to ninety inches, gross weight to fourteen tons and weight per inch of tire to 800 pounds.

The Mississippi Legislature has enacted a new law which fixes the rates at which motor trucks are allowed to use the roads at \$8.40 for those up to 4,400 pounds capacity and at \$16.80 for all those exceeding that capacity. The funds go for road improvement and repair. A flat fee of \$2 is required for registration and number tag.

The Virginia Legislature has passed a law which forbids the use of a truck whose wheels are fitted with cleats or lugs that may cause injury to the road, over any turnpike which has been treated with bitumen or other binder.

Gasoline Going Down in Texas.

A report from Houston, Tex., printed in a recent issue of the "Wall Street Journal" states that the Gulf Refining Co., has cut the price of gasoline at retail stations to 10 cents per gallon, making the third reduction of 2 cents a gallon this month. Other marketers have followed with equivalent reductions.

Issues Booklet on Truck Fenders.

The Pierce-Arrow Motor Car Company, of Buffalo, N. Y., has issued a booklet entitled "Safety Fenders or Life Guards on Trucks," which contains a six-page discussion of the fender question, giving the arguments for and against equipping motor trucks with fenders. The Pierce Arrow Company has been making tests with its two and five-ton trucks and believes that the present type of fender is more of a detriment than an advantage, a greater turning radius being required and the inside wheel of the truck being unprotected when the vehicle is rounding a curve.

Would Pave Country Roads With Brick.

In a good roads message recently delivered to the New York Legislature, Governor Glynn, of that State, called attention to the tremendous upkeep cost of macadam roads. The Governor favors brick roads, the bricks being made by convict labor. He states that \$176,000,000 could be saved in 20 years were brick roads adopted, for although the first cost of laying a brick road is much greater than the first cost of a macadam road, the upkeep expense is much less.

Truck Club Appoints Salaried Manager.

Charles E. Stone was elected general manager of the Motor Truck Club of America, Inc., at a meeting of the board of directors of that organization in New York City recently. Mr. Stone is a pioneer member of the Club and has been very active in its management. He resigned as one of the directors and as chairman of the membership committee upon assuming the salaried position.

Goodyear Has Flat Tread Tire.

The Goodyear Tire & Rubber Company, Akron, Ohio, has changed the shape of the tread of its solid demountable tire from round to flat. The reason for the change is that the flat tread tire supplies more road contact surface and consequently better traction. The side-flange Goodyear tire will be changed to flat tread also. The individual block tire remains as before.

Electric Vehicles in New York City.

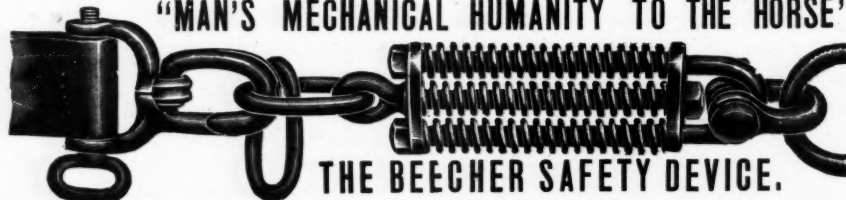
According to the latest list of electric vehicle owners in New York City, compiled by the Electric Vehicle Association of America, there are 1,707 electric motor trucks used in the Metropolis by 273 firms. Two hundred and sixty-two of these vehicles are used by department stores, 197 by express companies, and 161 by bakers. Only one trucking company has an electric vehicle, although there are several firms engaged in contract delivery which are operating a large number of electrics.

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Will Use Electric Trucks.

The Postal Transfer Service, Inc., which handles the mail to and from postoffices and railway and steamship terminals below Forty-Second street in New York City, has purchased twenty electric vehicles of two-ton capacity from the General Vehicle Co., for use in this work. The company already has a total of 100 gasoline motor trucks.

Electric Association Organizes Branch.

The Electric Vehicle Association of America has organized a branch association in Washington, D. C., this being the fourth branch of the Association. The officers are E. S. Marlow, chairman; R. B. Emerson, vice chairman, and C. M. Marsh, secretary and treasurer. The offices are at the Potomac Electric Power Co., 231 Fourteenth street, N. W., Washington, D. C.

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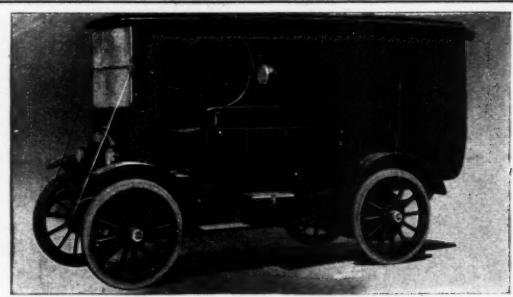
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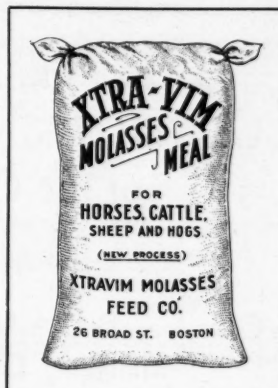
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Name Editor—H. T. Lay.

Postoffice Address—Pittsburgh, Pa.

Business Manager—W. D. Leet, Jr., Westinghouse building, Pittsburgh, Pa.

Publisher—The Consolidated Publishing Co., Pittsburgh, Pa.

Owners: (If a corporation, give names and addresses of stockholders holding 1 per cent or more of total amount of stock).

W. D. Leet, Jr., Westinghouse Building, Pittsburgh, Pa.

H. T. Lay, Westinghouse Building, Pittsburgh, Pa.
Known bondholders, mortgagees, and other security holders, holding 1 per cent or more of total amount of bonds, mortgages, or other securities: None.

Average number of copies of each issue of this publication sold or distributed through the mails or otherwise, to paid subscribers during the six months preceding the date of this statement. (This information is required from daily newspapers only.)

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H. T. Lay, Treasurer.

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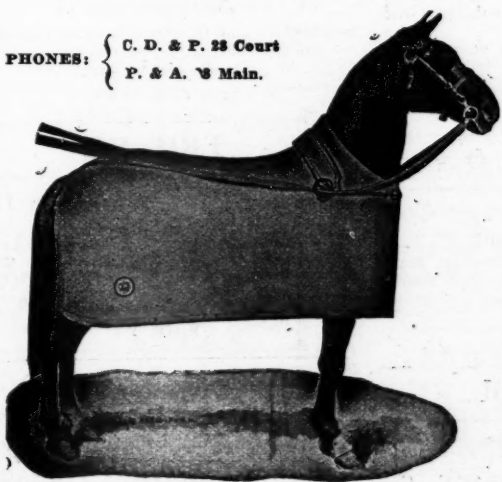
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Columbia Transfer Company
Special attention given to the distribution of car load freight.
Depots: St. Louis, Mo., and East St. Louis, Ill.
ST. LOUIS, MO.

Two men delivered 17 pianos in one day with this truck.



W. T. SLEIGHT MFG. CO.,
303 Wulsin Building,
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The Eagle Dump Wagon works so satisfactorily that it saves the temper of the teamster, much labor for the team and saves money for everybody.

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THE EAGLE WAGON WORKS,
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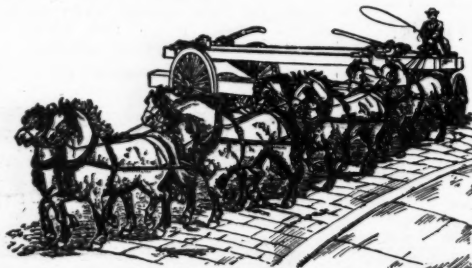
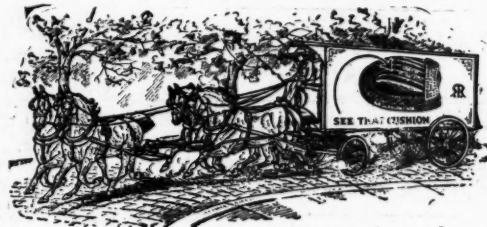
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Horse - Shoe

PADS



SEE THAT CUSHION?

made to meet all
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PLEASE MENTION THE TEAM OWNERS' REVIEW, WHEN WRITING TO ADVERTISERS.

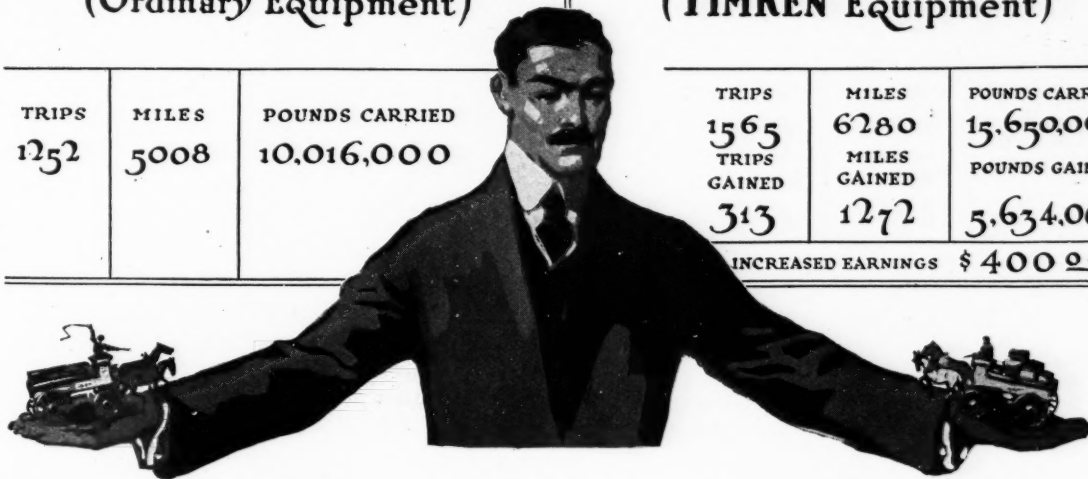
THE TEAM OWNERS' REVIEW

2 Horse Haulage for One Year (Ordinary Equipment)

2 Horse Haulage for One Year (TIMKEN Equipment)

TRIPS	MILES	POUNDS CARRIED
1252	5008	10,016,000

TRIPS	MILES	POUNDS CARRIED
1565	6280	15,650,000
TRIPS GAINED	MILES GAINED	POUNDS GAINED
313	1272	5,634,000
INCREASED EARNINGS		\$ 400 00



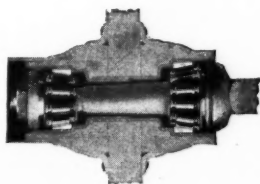
For the Man who wants to Know

An owner of 20 horse-drawn trucks and wagons questioned the statement that he could *make more money on horse-haulage*.

He had been in business for years; he knew what his teams could do, how many trips each could make in a day, the number of pounds they could haul and what it cost him.

In the face of these figures his answer was — "Show me."

Mr. A. H. Greeley, Gen. Mgr. of the General Cartage and Storage Company, Cleveland, Ohio was the man. The following figures are the result of Mr. Greeley's test of



Your wagon builder can easily put Timken Roller Bearing Axles under any old or new wagon for you. No special hubs or wheels are required. For your convenience we give below a list of our agents who can supply Timken Roller Bearing Axles. Write nearest agent or factory at Canton, Ohio, for information.

Moore Hardware & Iron Co., Denver, Colo.
L. L. Ensworth, Hartford, Conn.
C. S. Mersick, New Haven, Conn.
Wm. Lindemann & Sons, Detroit, Mich.
E. Scott Payne Co., Baltimore, Md.
Nichols, Dean & Gregg, Saint Paul, Minn.
Meyer Wagon Works, Buffalo, N. Y.
Cook Iron Store Co., Rochester, N. Y.
Heavy Hardware Co., Toledo, Ohio
Hardware & Supply Co., Akron, Ohio
Wilkinson & Kompass (Agents for Canada), Hamilton, Toronto, Ont., Winnipeg, Man.
Lyle Brothers, Pittsburgh, Pa.
Stichter Hardware Co., Reading, Pa.
Shadbolt & Boyd Iron Co., Milwaukee, Wis.
Scovel Iron Store Co., San Francisco, California
Waterhouse & Lester, San Francisco, California
G. B. Schulte & Sons, Cincinnati, O.
John Immel & Sons, Columbus, Ohio
Ft. Wayne Iron Store Co., Ft. Wayne, Ind.
Jacob Gerhab Hdwe. Co., Phila., Pa.

A valuable little book No. O-8 entitled "Making Horse-Haulage More Profitable" will show you how you can make horse-haulage pay a bigger profit. Write for it today. Sent free, postpaid, on request.

TIMKEN ROLLER BEARING AXLES

During one year a two-horse truck equipped with Timken Roller Bearing Axles made 1565 trips, traveled 6280 miles and carried 15,650,000 pounds.

The year before this same wagon—then on ordinary axles—made 1252 trips, traveled 5008 miles and carried 10,016,000 pounds.

Thus in 12 months this team made 313 more trips, traveled 1272 miles farther and hauled 5,634,000 pounds more than the year previous—and last but not least increased its earnings \$400.00.

All this was accomplished without one cent expended for repairs, and during the entire year the bearings were oiled just twice.

Here is a brief summary of the various ways in which thousands of wagon-users

have increased efficiency and consequently their profit on horse-haulage by the adoption of Timken Roller Bearing Axles.

They have found it possible to haul heavier loads with the same horse.

They have found it possible to haul the same loads farther with the same horse.

They have found it possible to haul the same loads with fewer horses, or with smaller horses.

They have been able to get more work out of their horses because they have kept them in better condition.

They have been able to cover a greater territory by increasing the radius of their hauling service.

They have cut down expenses for wear and tear on harness, shoes and wagons.



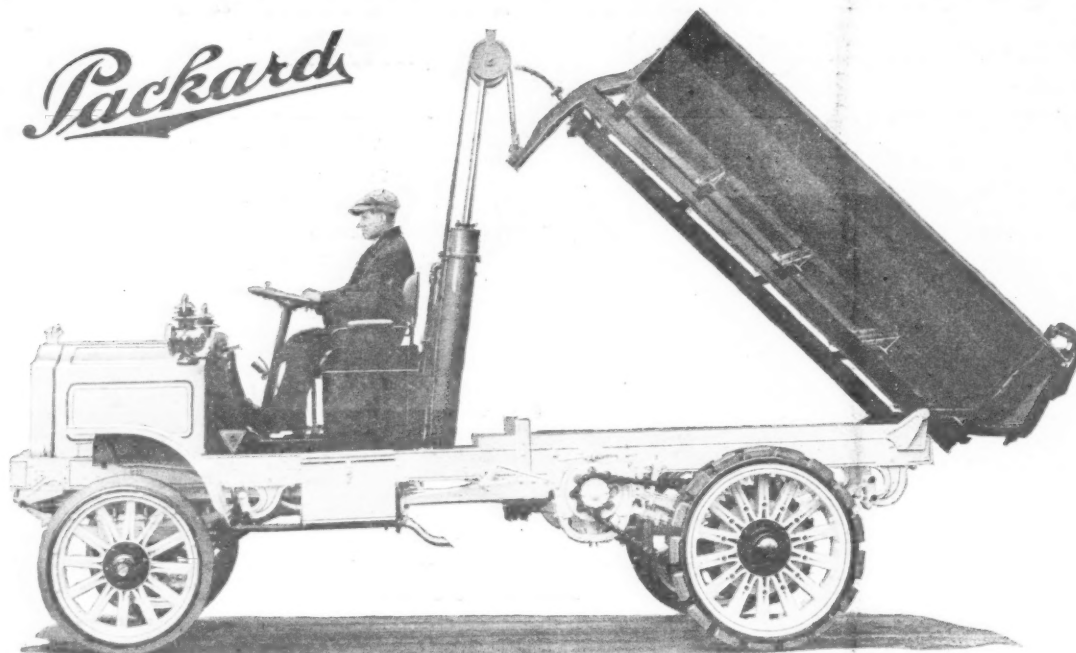
THE TIMKEN ROLLER BEARING COMPANY
CANTON, OHIO

New York Branch, 1999 Broadway
Chicago Branch, 1347 South Michigan Avenue

There is just one quality of Timken Bearings whether for wagons or motor cars



THE TEAM OWNERS' REVIEW



SUCCESSFUL CONTRACTORS IN 54 CITIES ARE OPERATING 136 PACKARD TRUCKS

Packard trucks equipped with dump bodies, operated by hydraulic hoists, are saving time and money for general contractors, road builders, coal merchants, sand and gravel supply companies, brick manufacturers, quarries, wooden block manufacturers, power plants, metal mining industries, etc.; in fact, for practically every line of business which calls for the hauling of materials in bulk. Bodies of optional heights to suit requirements. Rounded interior corners facilitate dumping action.

A Packard dump body is raised and lowered in 35 seconds by the operation of a small lever on the driver's seat. Dumping mechanism may be operated when the truck is moving or standing, any desired angle up to a maximum of 45 degrees. Tail gate is operated from driver's seat. The low hoist permits an entry to the lowest bunkers and chutes.

ASK THE MAN WHO OWNS ONE

"The Packard dump truck is the one best bet in the sand business to-day.

"On Tuesday we delivered 168,460 lbs. (62.38 cu. yds.) 57 miles in 14 trips. This is equal to the work of five teams.

"On Friday we delivered 209,280 lbs. (77 cu. yds.) 52 miles in 17 trips on 18 gal. This is equal to the work of six teams.

"Based on actual cost for teams, the truck saved us in cartage on the two days mentioned, \$32.40. This allows for actual labor and expenses together with maintenance.

"Customers insist on truck delivery."

JANESVILLE SAND & GRAVEL CO.,
Janesville, Wisconsin

PACKARD MOTOR CAR COMPANY, DETROIT

LINCOLN HIGHWAY CONTRIBUTOR